country if lakes are all reclaimed and cultivated? There will be no room for river water to spread and we do not know what course rivers will take and what ravages rivers may cause. Best, in these matters, leave Nature alone and do not interfere with it.

34. Fisheries Department.

MR. A. GOVINDAN ARAYAN (*Member, Nominated*) said that the existing rules for the issue of industrial loans did little help to the fishing industry. The Fisheries Department was in the first place independent of the Industries Department which had the control of industrial loans. Secondly, industrial loans were issued only on the security of immovable property, and fishermen as a rule had no immovable properties. They had therefore to take loans from a class of money-lenders who lent money at unconscionably high rates of interest. In some places the money was lent on condition that the borrower would give all his fish to his creditor. The latter fixed the price for the fish and the poor fisherman had to accept it. Yet another practice was for the fisherman debtor to take the loan on condition that he would give a share of his profits to the money-lender. Instances were also common in which the fishermen had to mortgage all their implements and accessories for a loan. This kind of indebtedness sapped the whole vitality of the fishing industry. It was therefore very necessary that a system of fishery loans should be instituted on the lines indicated in the memorandum submitted by the Araya Service Society to the Government in 1102.

Another suggestion which the member had to make was the appointment of honorary fishery inspectors who would do propaganda work among fishermen about improved methods of fishing, maintenance of public health etc. Such work was done to a certain extent in the previous year by the Araya Service Society at Karunagapally and it had very good results. Honorary inspectors, if appointed by Government, would be able to do the work better.

DEWAN'S REPLY : Mr. Govindan Arayan, if you will be so kind as to give me a copy of your printed representation, I will have it carefully gone into point by point.

For the present, I might just mention that the question of honorary inspectors of fisheries has come to my notice once before and from enquiries I made I learn that the Araya fishermen, a very independent class of people, resent interference by people who are not under Government control and who are not Government authorities. Honorary gentlemen cannot carry out their duties in much the same way as a Government officer can. I do not want anything that may be looked upon as undue interference.

The other point is about loans to the fishing industry. I will take up that matter in consultation with the Director of Agriculture and Fisheries and see whether it could be improved so far as the fishing industry is concerned.

35. Roads and canals in the Pattanamtitta taluk.

MR. V. I. CHACKO (*Member, Pattanamtitta taluk*) said that though the area of the Pattanamtitta taluk was about 989 square miles, the total length of roads in the taluk was only 100 miles, of which only 11 miles were metalled. The remaining portions were in very bad condition. The member therefore requested, first, that the following roads might be metalled :—

(*a*) Pattanapuram—Ranni road ;
(*b*) Kumpazha—Kozhancherry road ;
(*c*) Pattanamtitta—Kaippattur road.

Secondly, the member referred to the Mavelikara-Sabarimala road. From Aranmula to Sabarimala, this road ran through dense forests at certain places and for some distance along the banks of the Pampa river. This was a road which was of great use to the people resorting to the Kozhancherry hospital and to the Munsiff's court and the Magistrate's court at Chengannur. In the rainy season when the river flooded, the road become entirely useless. Having regard to the importance and the usefulness of the road, the member requested that it might be widened.

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Thirdly, the member proposed that the following roads might be maintained by Government :

(*a*) Kozhenchery—Mannarkulanji road ;
(*b*) Mataman—Ittiyappara road, 3½ miles ;
(*c*) Peruchal—Utimudu road, 3 miles ;
(*d*) Utimudu—Kumpalampoika road, 1½ miles ;
(*e*) Malayalapuzha road, 5 miles ;
(*f*) Puthanpidika—Elathur road, 2 miles.

Another road to which the member made reference was the Pattanapuram-Ranni, Ranni-Manimala road, which crossed the Achankoil river and the Pampa river. The member stated that two bridges were necessary at these crossings, at the Kumpazha *Kadavu* and the Ranni *Attukadavu*.

Another bridge which was necessary and the necessity for which had already been brought to the notice of Government was the one at the Kaippattur *Kadavu* on the Pattanamtitta-Pandalam road. The construction of this bridge had to be attended to immediately. Another bridge was the one at the Vadasserikara *Kadavu* on the Mannarkulanji-Chittar road. Similarly, a bridge had been sanctioned over the Valiatodu north of the Ranni River, but the work was not yet commenced and not only that the ferry boats used at the place had been removed. As an immediate remedy instructions had to be issued at once for restoring the boats and the bridge might be constructed in due course. In conclusion the member requested that the road from Cheruvalli to Mundakayam *via* Vellanadi might be completed. This road furnished a very easy access through Central Travancore to Mundakayam.

DEWAN'S REPLY : Mr. Chacko, the Chief Engineer is already taking up the question of metalling the Pathanapuram-Manimala road. It is already metalled for the first fourteen miles, and the Chief Engineer has sent up an estimate for metalling miles 15 to 18 and he hopes to do it in the current year. Miles 20 to 24 are being gradually taken up.

You mentioned six roads beginning with the Kozhencheri-Mannarkulanji road. I cannot find that there is any correspondence on record on the subject. All these are purely local needs, and would ask you to consult the local Executive Engineer and to discuss the matter with him in the first instance.

As regards the widening of the Mavelikara-Sabarimala road it is maintained at present in a good condition for foot traffic. The bulk of the traffic on that road is during the Sabarimala pilgrimage and I understand that one of the necessary conditions of that pilgrimage is that it should be made on foot. That being so, it is hardly necessary to widen it.

Then you spoke of several bridges. The Chief Engineer says that most of these bridges are either desirable or necessary, but that they could not all be taken up at once. The Chief Engineer will draw up a systematic programme of works in respect of these bridges.

The other points that you mentioned will be considered.

The Assembly rose for lunch at 2-3 P. M. and re-assembled at 3-2 P. M.

36. Registry of lands.

MR. C. A. ANUMANTAKUDI MIRA ROWTHER (*Member, Peermade taluk*) said that the ordinary puduval rules should not be applied to the lands in the Peermade taluk. Local conditions had to be taken into account in determining the taravila on the lands in this taluk. The cultivators in this taluk had to encounter many obstacles which were unknown in the low-lying regions. Lands had therefore to be registered, so far as this taluk was concerned, at concessional rates of taravila.

The member next said that the Urumbikara Reserve in the Peruvantanam Pakuthi should be disafforested and assigned to native applicants.

As regards the cardamom plantations in Peermade, the member said that most of the estate-owners were put to considerable difficulty by the order prohibiting the registry of cardamom lands in the Vandanmettu and other pakuthies.

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